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ANNUAL REPORT
to the
GOVERNOR OF MONTANA
Honorable
Forrest H. Anderson



for the
Fiscal Year Ended
June 30, 1971

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MONTANA HIGHWAY PATROL

HELENA, MONTANA - 59601

FORREST H. ANDERSON
GOVERNOR

ROBERT H. MCKAY
CHIEF

12 October 1971

Honorable Forrest H. Anderson
Governor of Montana
The Capitol
Helena, Montana 59601

Dear Governor Anderson:

The Highway Patrol takes pleasure in submitting to you this annual report, as required by Section 82-4002, R. C. M., 1947.

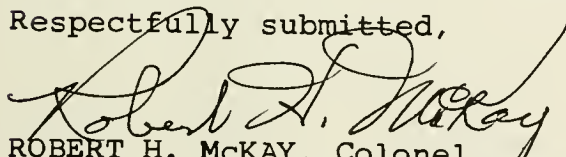
Major accomplishments:

- 1) Substantial reduction in the highway death toll.
- 2) Passage of much needed safety legislation.
- 3) Enlargement of the public education programs throughout the State.

Recommendations:

- 1) The design and development of a statewide communications network for more effective public assistance by Patrol personnel.
- 2) Establishment of a planning and research department within the Patrol for establishing guidelines toward pre-set goals.
- 3) Increase in uniformed personnel to enable the Patrol to effectively carry out its delegated responsibility.
- 4) Installation of underground fuel tanks throughout the State.

Respectfully submitted,


ROBERT H. MCKAY, Colonel
Chief, Montana Highway Patrol



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PRINCIPAL OFFICES AND OFFICERS

MONTANA HIGHWAY PATROL BOARD

OFFICER

TERM OF OFFICE	HOME ADDRESS
George Vucanovich, Chairman 2-1-71 -- 2-1-75	504 Power, Helena
Harold S. Hanson, Vice Chairman 3-1-69 -- 2-1-73	2624 So. Bridger Dr., Billings
William M. Kessner, Member 2-1-69 -- 2-1-73	P. O. Box 500, Black Eagle
G. R. Cooney, Member 2-1-69 -- 2-1-73	600 So. Arizona, Butte
R. E. Coffey, Member 2-1-71 -- 2-1-75	P. O. Box 668, Wolf Point

PRINCIPAL ADMINISTRATIVE OFFICERS

Colonel Robert H. McKay, Chief

PRINCIPAL OFFICE

Hustad Center
1014 National Ave.
Helena

LEGAL REFERENCES

GENERALLY

The Highway Patrol was created under Section 1741.2 through 1741.12, R. C. M., 1935, and is now coded as Section 31-101 through 31-116, R. C. M., 1947.

The policies necessary to administering statute requirements are contained in the Montana Highway Patrol Operations Manual, Volumes 1 and 2, and the Driver Examiners Handbook.

SPECIAL

DRIVER LICENSE PROGRAM

In 1947 the Legislature of the State of Montana created the Driver Examination Section of the Montana Highway Patrol, which operates under the provisions of Section 31-117 through 31-174, R. C. M., 1947. Further authorities relating to driver license functions are found in Section 95-618, Section 75-7003 and the following statutes relating to juvenile drivers: Section 32-21-163 through 32-21-165, and Section 94-801.2. In addition to the above, the Driver Examination Section administers the Safety Responsibility Act as contained in Sections 53-418 through 53-458.

FIELD SERVICES

The field services program functions under the statutes outlined in the following sub-groups.

Livestock-Littering. Sections 32-1018 through 32-1022,

FIELD SERVICES (continued)

Sections 94-3335 through 94-3344, Sections 46-801 through 46-806.

Accident Reporting. Sections 32-1201 through 32-1217.

Rules of the Road. Sections 32-2101 through 32-21-113.

Vehicle Equipment. Sections 32-21-114 through 32-21-175.

Motor Vehicle Registration. Sections 53-101 through 53-302, Sections 84-6601 through 84-6604, and Sections 53-1012 through 53-1028.

Miscellaneous. Various sections of Montana tax and criminal statutes.

COMMERCIAL VEHICLE REGULATION

Commercial vehicle regulation functions under the following statutes: Sections 32-1110 through 32-3406, and Sections 53-624 through 53-803.

PRINCIPAL GOALS

The goals of the Montana Highway Patrol are primarily set by the legislative intent of the very laws fostering its existence. Management's responsibility is one of understandably defining these goals, then providing the direction and materials to attain them.

Changes in the socio-economic pattern of Montana have resulted in many changes in Patrol operations since it came into being thirty-six years ago. Management has had to place these changes in their proper perspective, then direct adjustment to them.

The function of the administrative staff is to direct performance of all statutory duties and provide for safety services to the citizens of Montana.

The Patrol is in constant pursuit of our stated goals of safety for all citizens on our highway system through accident prevention and assisting in maintaining the peace and dignity of the State of Montana.

MAJOR ACCOMPLISHMENTS SUMMARIZED

<u>PRIORITY</u>	<u>DESCRIPTION</u>	<u>PROGRAM</u>
1.	Substantial reduction in the highway death toll.	Field Services
2.	Passage of much needed safety legislation.	Operations
3.	Enlargement of the public education programs throughout the State.	Operations

MAJOR ACCOMPLISHMENTS DESCRIBED

1. Reduction in highway death toll.

Through the combined efforts of the Highway Patrol and various other State safety organizations, the reduction of twenty-one individuals from the highway death toll was achieved.

2. Legislation.

Foremost was the passage of the Implied Consent Law and the four-year driver licensing law in addition to numerous other traffic orientated bills.

3. Public Education programs.

Concentrated effort toward public education was made by the establishment of a safety and education officer in five major communities throughout the State. A concerted effort is under way to bring the National Safety Council's defensive driving course to as many Montana drivers as is humanly possible with this available manpower.

MAJOR RECOMMENDATIONS SUMMARIZED

<u>PRIORITY</u>	<u>RECOMMENDATION</u>	<u>PROGRAM</u>
1.	The design and development of a statewide communications network for more effective public assistance by Patrol personnel.	Operations
2.	Establishment of a planning and research department within the Patrol for establishing guidelines toward pre-set goals.	Operations
3.	Increase in uniformed personnel to enable the Patrol to effectively carry out its delegated responsibility.	Field Services
4.	Installation of underground fuel tanks throughout the State.	Field Services

MAJOR RECOMMENDATIONS DESCRIBED

1. Design and development of a statewide communications network.

The ability to contact, mobilize and move personnel to the problem areas is a must if full potential is to be derived from available manpower.

2. Establishment of a planning and research department within Patrol.

Planning is the secret to effectiveness and efficiency of operation. Planning is organizing resources of material, time and manpower to most effectively accomplish pre stated objectives.

3. Increase in uniformed personnel.

A major factor in reducing the State's annual death toll is adequate coverage of the roadways by enforcement personnel whose efforts are pointed toward accident prevention through selective enforcement.

4. Installation of underground fuel tanks throughout the State.

The purchase of bulk fuel is necessary to control the needless expenditure of additional public funds.

PROGRAM DESCRIPTIONS

PROGRAM - PATROL OPERATIONS

GOAL

General administration, accounting and records, printing, accident analysis, purchasing and supply, safety and education, and public information.

OBJECTIVES

Planning, coordinating and directing the efforts of the department toward providing and improving service to the citizens of the State.

ACHIEVEMENTS

Substantial reduction of the carnage on the streets and highways within the State.

Increased activity in the area of public education through defensive driving courses, school bus driver seminars, support of and participation in driver education within the school system.

PERFORMANCE INDICATORS

.....Fiscal Year.....

	1968-69	1969-70	1970-71
Cost	\$253,698.03	\$336,315.91	\$329,729.95
Performance:			
Hours spent on safety presentations		1,262	1,290
School bus inspections performed		1,837	1,172
Hours spent administering Defensive Driving Course, various school bus driver seminars, first aid courses		3,500	4,200

PROGRAM DESCRIPTIONS

PROGRAM - DRIVER LICENSING

GOAL

Renewal of driver licenses for the general public, examining new applicants and persons referred for reasons of driving difficulties, maintaining a complete records system containing each driver's history and, based on that history, attempting to improve the performance and/or ability of all drivers.

Administration of the Safety Responsibility Act and personnel management of uniformed examiners and civilian employees.

OBJECTIVES

By far the largest factor in motor vehicle accidents has been proven to be driver error. Montana's driver licensing program is intended to reduce the incidence of such driver errors insofar as possible.

A steady overall gain in the abilities of the driving public seems possible through our driver licensing efforts; however, specific attention is directed toward the younger driver and those who, through information obtained from the record system, seem to be having driving difficulties.

ACHIEVEMENTS

Although no ready method of correlation exists, driver licensing in general is intended to substantially reduce the accident fatality rate, and the incidence of driver error, through better knowledge and training. The new Driver Improvement Program instituted in the 1969-70 fiscal year, although a long range program, seems to be having some

PROGRAM DESCRIPTIONS

PROGRAM - DRIVER LICENSING (continued)

effect on the overall accident rate as reflected in this year's fatality count.

PERFORMANCE INDICATORS

.....Fiscal Year.....

	1968-69	1969-70	1970-71
Cost	\$518,375.00	\$616,543.00	\$648,405.47
Performance:			
Licenses renewed	176,357	139,717	176,742
New licenses issued	40,086	42,243	42,408
Licenses suspended under driver improvement program	3,267	3,282	1,155
Licenses revoked	1,449	1,560	1,777
Licenses suspended under Safety Responsibility Law	2,585	3,293	3,665

PROGRAM DESCRIPTIONS

PROGRAM - FIELD SERVICES

GOAL

Commercial vehicle enforcement, traffic patrol, accident investigation, mercy details, auto theft investigation, rescue detail, subpoena service, vehicle inspection, livestock inspection, and traffic law enforcement.

OBJECTIVES

To move the traffic from point of origin to destination as quickly and safely as possible through regulation and supervision of vehicular traffic.

ACHIEVEMENTS

Increased personal contact with the motoring public in both the areas of education and enforcement is significant.

PERFORMANCE INDICATORS

.....Fiscal Year.....

	1968-69	1969-70	1970-71
Cost	\$1,467,492.79	\$1,633,433.72	\$1,871,478.38

Performance:

Total citations and warnings	91,505	103,428
Total accidents investigated	7,410	7,223

PROGRAM DESCRIPTIONS

PROGRAM - COMMERCIAL VEHICLE REGULATION

GOAL

Gross vehicle weight law enforcement, registration enforcement, weighing detail, truck inspection, gross vehicle weight fees collections, Diesel gas tax enforcement, and public information.

OBJECTIVES

Curtailment of illegal activity by enforcement of weight regulations, registration fees and required tax permits by commercial haulers.

ACHIEVEMENTS

This program aided in the collection of fees related to commercial vehicle regulation; in addition the program aided in the registration of commercial vehicles engaged in seasonal agricultural operations.

PERFORMANCE INDICATORS

.....Fiscal Year.....

	1968-69	1969-70	1970-71
Cost	\$121,762.07	\$142,085.43	\$177,721.59

Performance:

Personal contact with
commercial, agricul-
tural and forest
product hauling
vehicles

24,755

10,596

PROGRAM COST SUMMARY

<u>PROGRAM</u>	<u>FISCAL YEAR COSTS</u>		
	<u>1970-71</u>	<u>1969-70</u>	<u>Increase (Decrease)</u>
Patrol Operations	\$ 516,264	\$ 497,088	\$ 19,176
Driver Licensing	648,406	615,461	32,945
Field Services	1,871,478	1,633,444	238,034
Commercial Vehicle Regulation	<u>177,721</u>	<u>142,085</u>	<u>35,636</u>
TOTAL	<u>\$ 3,213,869</u>	<u>\$ 2,888,078</u>	<u>\$ 325,791</u>

PROGRAM COST DETAIL

<u>PROGRAM</u>	<u>1970-71 FY Total</u>	<u>Personal Services</u>	<u>Operating Expenses</u>	<u>Capital</u>	<u>Grants and Benefits</u>
Patrol Operations	\$ 516,264	\$ 228,980	\$ 88,394	\$ 12,355	\$ 186,535
Driver Licensing	648,406	411,680	224,484	12,242	
Field Services	1,871,478	1,205,618	479,422	186,438	
Commercial Vehicle Regulation	<u>177,721</u>	<u>94,669</u>	<u>49,890</u>	<u>33,162</u>	<u> </u>
TOTAL	<u>\$3,213,869</u>	<u>\$1,940,947</u>	<u>\$ 842,190</u>	<u>\$244,197</u>	<u>\$ 186,535</u>

SOURCE OF FUNDING

General Fund.....	\$ 2,758,451
Earmarked Revenue Fund.....	177,721
Federal and Private Revenue Account.....	91,163
Highway Patrol Retirement Account.....	<u>186,534</u>
TOTAL	<u>\$ 3,213,869</u>

